



NORTHSTAR NEWS

NRHS Convention Issue



NRHS Convention Special on the Cuyahoga Valley Scenic Railroad July 19th. Photo By H. Martin Swan

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Meeting Notice

The August meeting will be a picnic on August 19th starting at 1pm until ?? at the boat launch park in Prescott, WI adjoining the BNSF mainline.

Follow US Highway 10 south and east from St. Paul to the fork in the road at Prescott. Turn right following the Great River Road sign and right again at the next intersection (Orange St.) Cross the tracks to the paved parking lot.

Bring your own food, beverages will be supplied.



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Note: Consult the website for any announcements regarding Chapter activities including cancellation of meeting for any reason including weather.

Membership Information

Dues are \$34 (this includes \$22 National dues and \$12 Northstar Chapter dues). Family memberships are \$4 additional. The student rate is \$17 (\$11 to the National). If you want to join, an application is available at <http://www.northstar-nrhs.org/>. Print out the application and send it with a check made out to Northstar Chapter, NRHS to Treasurer, Northstar Chapter NRHS, 1092 Humboldt Ave, West Saint Paul, MN 55118.

The Presidents Page

Greetings and Salutations:

Is it hot enough for you????? It amazes me that an area that has -40 degree winter temperatures will also have 90+ summer temperatures. One would think that an extremely cold winter place would have nice summers. Hah!!!!!!

Of course others have it worse than we do – Southern California, Arizona, Texas, New Philadelphia, Ohio.

New Philadelphia!!!! I just got back from attending the annual NRHS Convention in New Philadelphia, Ohio. While their temperatures weren't much different than ours, actually a little lower, the dew point down there was out of sight.

Weather-wise there are times when with the combination of temperature and dew point made the weather absolutely oppressive. But thanks to air-conditioning one could generally keep cool.

"They" say that man's greatest inventions were the wheel and the printing press. Nonsense! Man's greatest inventions were the air-conditioner and the snow blower—both of which we need to survive here in the lovely Twin Cities.

I must say I had a great time down there in New Philly. For the first time ever I participated in 5 of the Convention's activities. They were the Wednesday trip on *The Cuyahoga Valley Classic*, the Amish Dinner, the Thursday steam trip, *The Cincinnati Ltd.* (which went nowhere near Cincinnati), the banquet and Saturday's *Buckeye Special*, which had a surprise steam locomotive added to it for a short segment of the trip. I had first class space on all trips. A round-end observation car on the Cuyahoga Valley trip (*The Saint Lucie Sound*), and on the other two trips a former New Haven Parlor car *West-erly*. This was a New Haven Parlor car that was converted from parlor to coach by Amtrak and then reconverted back to a old-fashioned, swivel seat parlor car. I know what New Haven parlor cars looked like, having ridden one from Washington, DC to New York back in 1966 and no New Haven parlor

car was set up as luxurious as this one.

What was nice was that I, a first class passenger, was made to feel like a first class passenger by the various car hosts.

The excursion trains all ran on time or early. There were plenty of buses. Photo run-bys appeared to have been well scouted out. In short everything seemed to run smoothly.

I was pleased to see several of our chapter members there also, besides the ones on the committee, i.e. Bill and Peg Herzog, Bill Dredge, Frank Willkie and Jim George.

Kudos have to go to our chapter members who were on the committee. Our own convention was hard enough, but at least we lived here. At this year's convention no committee member lived anywhere near New Philly, so running a smooth convention was triply hard. As a reminder, Northstar Chapter members who were on the committee in some form or another were Russ Isbrandt (Russ' lovely wife Martha also joined him), Doug Johnson, Dan Meyer, Dawn Holmberg and John Goodman.

Our picnic will be held this month in lieu of our meeting. Do not go to the Fire Station Training Center this month; instead go to Prescott for our picnic. Elsewhere in this issue will be a map showing how to get there. I plan to attend this year. Last year I had to skip it due to having my knee replacement operation. Let's hope that this heat wave will have broken by August 19th. If there is really bad, rainy weather watch our website for updates.

Hey! How about those Twins! They just swept a series with the White Sox (as I wrote this) and have a chance to make the playoffs, when earlier this year the pessimists all thought they were down and out (of course they can still fall flat on their collective faces, but as I write this all is well). And talking about the Twinkies, the Vikings and the Gopher's seasons aren't all that long away. Summer and this heat will soon end and fall will soon be with us.

Be cool,
Marty

NRHS 2006 Convention New Philadelphia, OH

This year's convention was headquartered at the Holiday Inn, New Philadelphia, OH. New Philadelphia, Ohio?! New Philadelphia is located in the rolling hills of east central Ohio directly south of Canton and Akron. The site was chosen because of its close proximity to Dennison, OH with its restored Pennsylvania Railroad station and string of heavyweight cars, now a museum. The station was on the Pennsy "Panhandle" line between Pittsburgh and Columbus, Dayton, Indianapolis and St. Louis. The Ohio Central now operates the line. At the time the site was chosen, the Ohio Central was running multiple engine steam excursions, including ex-Grand Trunk Western 6325, a modest sized 4-8-4, along with a Canadian Pacific type 1293 and ex- Lake Superior and Ishpeming 2-8-0. In addition to the steam power, the line also had a

nice collection of ALCO locomotives. The excursions utilized a fleet of ex-Via Rail, ex-Canadian National streamlined air-conditioned coaches.

Between the date of convention site selection and the actual convention, the situation changed considerably. Ohio Central has greatly downsized its steam department and apparently is withdrawing from the passenger excursion business. It sold its fleet of air-conditioned coaches and two FP-9s painted for the Pennsylvania Railroad. Nevertheless the railroad did honor its commitment and permitted three fan trips on their property. The railroad provided ALCO diesel power, and the Canadian Pacific 4-6-2 for the excursions. They also provided an ALCO powered "photo freight" equipped with vintage freight cars, and permitted shop tours and a night photo session at the Morgan Run shops.

The convention committee assembled a team of experienced convention personnel from all over the country, including five of our chapter members. Among the challenges they faced was lining up sufficient passenger equipment for the excursions and finding a bus company up to hauling the convention crowd. Fortunately the Orrville Railroad Heritage Society came to the rescue. They had a fleet of Budd stainless steel cars they use for excursions on the Wheeling and Lake Erie, along with a staff of experienced car hosts. Two additional open window heavyweight coaches were obtained from the Midwest Railway Preservation Society.

The first test of the arrangements came Tuesday with the first excursion train named *The American* (after the Pennsy New York to St. Louis train which ran over this route) to Gould Tunnel, near Mingo Junction. It turns out the Ohio Central leases the track into the tunnel but the Norfolk Southern owns the track east from the eastern tunnel portal. As a result passengers were unloaded just outside of the western portal for movie run-bys of the passenger train and a photo freight. ALCO Century 7220 led the train east out of Dennison and after some switching, ex-Amtrak F-40PH 271 joined the consist of an ex-Milwaukee Road 1937 baggage car 5013 *Morgan Run*, CTVX62 ex-Nickel Plate heavyweight coach, CTVX90 ex-Nickel Plate heavyweight coach, RPCX 102 *H.H. Wade* and



ALCO powered photo freight emerging from the Gould Tunnel near Mingo Junction, OH on the Ohio Central July 19th.
Photo by Martha Isbrandt



The American climbing the Apex branch of the Ohio Central July 19th. Photo by Russ Isbrandt

ex-Budd New York Central car converted to open window coach, ORHC 105 Orrville Railroad Heritage Society Ohio Bicentennial commissary baggage car selling refreshments, four early Budd stainless steel air conditioned coaches from the Florida train pools RPCX 106 ex-Seaboard Air Line, RPCX 101 Pennsylvania Railroad, RPCX 104 *City of Orrville* ex-Atlantic Coast Line, RPCX 103 Wheeling and Lake Erie *Robert Bixler* ex-Seaboard(?), RPCX 8322 an ex-*Sunset Limited Pride of Texas* hamburger grill car, Capital Passenger Car 3850 *C&B Marshall*, an ex-New Haven streamline parlor car *West-erly* and RPCX 1501 Wheeling and Lake Erie *Buckeye Lady*, an Inspection car of unknown origin with rear picture window. After switching the train so the ALCO could wye and lead eastbound at Gould Tunnel the train was backed into the tun-

nel for the run-bys.

The Ohio Central doesn't do much online business between Dennison and Gould Tunnel, but they do handle coal trains and construction waste trains. The latter use a branch at Apex to reach a strip mine where the debris is used for fill. As luck would have it an eastbound empty waste train came off the branch as we were having our box lunches. After it cleared, we headed up the branch, unloaded and had a run-by of the train climbing a substantial hill. The photo freight followed for another photo op. We then rode the branch out to close to its end for additional rare mileage.

After the rare mileage was achieved, we headed back to Dennison arriving there 45 minutes early. Due to the high temperatures and high humidity, no one complained about being short changed on train time.

Wednesday presented a variety of options, including a ride on the Cuyahoga Valley Scenic Railroad over the former B&O Akron – Cleveland line, with options to stop at the Steam Museum in Minerva, OH or the Orrville Railroad Heritage Museum or return directly to New Philadelphia. For those eschewing the Cuyahoga Valley ride, there was the Pennsylvania Trolley Museum at Washington, PA. For the evening there was an Amish dinner and still later, the night photo session at Morgan Run.

The Cuyahoga Valley trip featured a nine car all Budd stainless steel streamliner, composed of a power /baggage car, former Central of Georgia *Man of War* Budd combine *Ft. Mitchell*, 3 former Pennsy 22 roomette Budd sleepers converted to coaches from MARC, and former Budd counter diner souvenir car, two more former Pennsy 22 roomette sleepers turned coaches and the Budd round end observation car, the ex-Florida East Coast *St. Lucie Sound*. The piece de resistance was the power, a pair of ex-Via, ex-Canadian National ALCO FP4As. The railroad delighted the 300 plus passengers with four run-bys at three different locations.

Three bus loads went to the Steam Museum at Minerva, OH for a short train ride powered by an Ohio Central GP-10 and



Conventioners lined the roadside for a run-by at milepost 51 on the Cuyahoga Valley Scenic Railroad. Photo by Dawn Holmberg

consisting of a single door lightweight baggage car, two heavyweight coaches, and three cabooses. A single bus load went to the Orrville Railroad Heritage Museum. The Orrville group provided a "pilot" who also proved to be a wonderful tour guide through Amish country over a back road on the way to the Sugar Creek dinner.



One of two photo run-bys at the Steam Museum at Minerva, OH. Photo by Dawn Holmberg

The Trolley Museum tour got off to a ragged start with a 90 minute delay. It seems the bus company shorted the Cuyahoga Valley group by one bus. As a result the bus that was supposed to take us to the Trolley Museum was used as a last bus for the Cuyahoga Valley trip. The bus company eventually provided another bus. Seventy five minutes of the delay was made up by eliminating two 15 minute rest stops and departing the trolley museum 45 minutes late and taking the Amish dinner people directly to the Sugar Creek restaurant.

The Trolley Museum rolled out the red carpet, with tours of the restoration shop and display car barn and rides aboard a 1932 Brill Master unit Red Arrow Line car, a 1949 Philadelphia Suburban Red Arrow line double-ended PCC look-a-like (MCB trucks and air brakes), and Philadelphia Rapid Transit



Conventioners riding a Red Arrow Lines ersatz PCC car, i.e., MCB trucks, air brakes and no dynamic brakes, photograph the regular car, a New Orleans car. Photo by Russ Isbrandt

5326, a 1923 Brill product de-modernized to its as-built appearance by the museum. The cars are operated at "normal" operating speed and the line even features a grade crossing protected by flashers, eliminating the need to stop. The 37 members had a great time and left very reluctantly.

The final event of the evening was the night photo session held at the Ohio Central Morgan Run shops. There were multiple subjects, each scene usually photographed twice. The event ended around midnight because everyone was tired, and more importantly, the fog began to condense on camera lenses.

Thursday saw 440 fans headed west and south to Newark, Ohio on the former Pennsylvania. The train named *The Cincinnati Limited* after the crack limited which plied this route to Cincinnati, departed Dennison behind an ALCO / EMD F-40-PH team which was exchanged at Morgan Run for ex-Canadian Pacific 1293, which powered the train to Newark.



Ex-CPR Pacific holding for a Norfolk Southern coal train at Morgan Run. Photo by Dawn Holmberg

Tool car 5013, an ex-heavyweight RPO, was also added. There was a run-by westbound at Trinway where the line to Zanesville diverges. At Newark the train was wyed and watered as the clouds started to gather. At Trinway another run-by was planned. About 375 passengers unloaded, and as



The *Cincinnati Limited* makes its run-by at Trinway, Ohio.
Photo by Russ Isbrandt

the photo line was being established it, became quite apparent that Mother Nature had other plans. It's amazing how fast 375 passengers can re-board a train when Mother Nature is throwing lightning bolts at their butts. Shortly after the last passenger boarded, the heavens opened up and that was the end of the run-by. This train got in 10 minutes late, but no one was complaining.

Friday had the usual assortment of seminars and meetings and the banquet.

Saturday *The Buckeye*, named for a Pennsy's Cleveland – New York train or a latter day Chicago-Cincinnati overnight train, made a circle trip Dennison to Morgan Run to Brewster to Bowerston to Dennison, the Brewster to Bowerston portion running over the Wheeling and Lake Erie. Orrville Railroad Heritage Society's GP-10 471 and Ohio Central 1800 powered the train. The 1293, ex- CPR Pacific made a cameo appearance between Morgan Run and Sugar Creek with a photo run by just out of Dennison near US 36 and OH 93. Passen-



Orrville Railroad Heritage society GP-10 leads the *Buckeye* Saturday July 22nd on the first of several run-bys at Bowerston. Ohio Central 1800 brought up the rear. Photo by Dawn Holmberg

gers enjoyed a stop at the cheese factory at Pearl, where a tent had been set up for sampling the company's products and check out an Amish bake sale. At Brewster the train was wyeed. Before departing Brewster several run-bys were made. Running was 40 mph plus on the Wheeling, with arrival at Bowerston early enough for several run-bys. Arrival in Dennison was 31 minutes early.

Twenty Fifth Anniversary Pins Awarded



President Swan awards Doug Johnson a pin for twenty five continuous years of membership in the NRHS. Also receiving pins at this time were Doug's wife and Kurt Peterson.
Photo by Russ Isbrandt

From the Trains Magazine Newswire August 1 and 2, 2006

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Milwaukee Road 261 performs with an all maroon and orange consist.

Milwaukee Road 4-8-4 261 ran weekend excursions on the Twin Cities & Western, July 29-30, between St. Louis Park, Cologne, and Glencoe, Minn., former Milwaukee Road trackage.

The trips were operated to commemorate the 125th anniversary of the town of Cologne. The trips were sold out both days, carrying approximately 1,000 passengers with an all-matched Milwaukee consist, the first time a matching train had been used since 2001.

The same consist will be used for the James J. Hill Days excursions September 9th and 10th between Wayzata and Howard Lake or Minneapolis Junction. See www.261.com for details.

UP pairs up North Western heritage unit with unrepainted North Western Unit.

Union Pacific's newest Heritage unit, SD70ACe 1995, painted



Milwaukee Road 261 struts her stuff over the former route of her owner at Augusta, MN. The line is now owned by the Twin Cities and Western, July 29, 2006. Photo by Steve Glischinski

to honor the Chicago & North Western, trailed unrepainted C&NW C44-9W 8646 on southbound train MVPDM out of the Twin Cities on July 31. The train originated in Valley Park, MN, and was destined for Des Moines, Iowa, on the former North



Western "spine line." The 1995 had been leading the 8646 on trips between Council Bluffs and Chicago's Proviso Yard, and a Proviso-Twin Cities run last weekend, but an air conditioner malfunction necessitated swapping the units at Valley Park. (Photo by Steve Glischinski)

The C&NW 1995 follows three Heritage units released in 2005 honoring Missouri Pacific, Western Pacific, and Katy (Missouri-Kansas-Texas), and a fourth released earlier this year painted to honor Denver & Rio Grande Western. All are EMD SD70ACe models. Although the units are assigned to general freight pools, Union Pacific attempts to keep the Heritage locomotives on or near their predecessor routes whenever possible, and makes them available for select civic events.

Start of a Commuter Rail Success Story in Albuquerque
From Yahoo All Aboard Group, Posted 2 August 2006 by Gene Poon

Wednesday, August 2, 2006

Riders Quick to Stick With Rail Runner

By Lloyd Jojola

Journal Staff Writer

Since the state launched the commuter rail service July 14, the spiffy trains have tallied more than 50,000 passenger boardings, said Lawrence Rael, executive director of the Mid-Region Council of Governments— the lead agency in putting the service in place.

"We're averaging between 4,500 and 4,700 people a day," he said Tuesday. "The trains are at capacity on certain routes at certain times of the day. "We're getting a very steady stream of commuters in the early morning hours, which is really our market."

The commuter service runs between Albuquerque and Bernalillo and it's scheduled to expand as far south as Belen in September or October. The service will extend to Santa Fe by late 2008.

Its price— free of charge for the first three months— and the novelty of its "newness" are clearly two huge lures. But some commuters have truly been sold on the service.

Parking her gas-gulping, four-wheel drive truck, Bernalillo resident Pam Martinez has taken the train at least four days a week to her job at state District Court in Downtown Albuquerque. "A lot of people that I've met on the train live in Placitas and Algodones, so it's helped a lot of people," Martinez said Tuesday. "It's perfect for me. It saves me a lot on gas." The transit time remains the same— about 25 minutes— but what's diminished is her \$80-a-week gasoline bill, she said. Even when train fares are assessed, she said, she'll still save money by taking the train. "The only thing is I have to wake up earlier," she said. "But other than that, it's fine."

To the NRHS Convention on Amtrak By H. Martin Swan

On July 18th I got down to the Amtrak Station at about 6:30 am. The station was just opening. The *Empire Builder* came in 10 minutes early. Apparently with all the horrible heat we have been having, BNSF's heat restrictions have not gone into effect yet.

The train consisted of the usual 2 locomotives elephant style, transition sleeper, 2 Seattle sleepers, dining car, 2 Seattle coaches, lounge car from Portland, 2 coaches from Portland, sleeping car from Portland and added in St. Paul the local coach to Chicago.

Usually a whole gaggle of sleeping car passengers board in St. Paul for the daylight run, but today it was just me and one other lady with children. A smaller than usual crowd boarded the coaches. Talking to the ticket agents, I was told that more than the usual number of passengers were going through St. Paul this day thus restricting the space available for the local travelers. Usually, about a third or more of the train empties out here (eastbound) and those passengers are replaced with local pas-

sengers.

I noticed hardly any rooms open in the sleeping cars. At any rate, my room attendant came to get us (that is the custom here in St. Paul; the conductor takes your ticket in the secret First Class waiting room, and then you wait for the car attendant to come get you after they have cleaned up the car and made up the rooms for the people boarding here). This one was a dilly, a female who had (I think) dyed red hair and a large fluff ball attached to her head. I had asked for a lower room and was in a Seattle car. For about the 4th time in a row I discovered that the room I had was on the "cliff" side of the train. However, one of the few empty rooms was directly across the hall and the attendant allowed me to go there, which now put me on the "river" side.

I immediately went to the only full service dining car on the Amtrak system whose train is not dedicated to moving automobiles and had a nice pancake and sausage breakfast served by a friendly crew.

Back to my room, I noted that the attendant, instead of greeting me, left a 2 page printed greeting full of little funny notes etc. Nice on the one hand, but it also saved her the bother of meeting her passengers. While she did announce when she was going to the dining car and when she returned, usually after only 30 minutes, nevertheless, she was rarely to be seen. The last time I was on this train going to Chicago, we got strawberry trail mix, cookies and a choice of a bottle of champagne or sparkling grape juice. This time there was nothing.

The crew on the train today was also strangely silent, only announcing station stops.

The train ran pretty much on time until we got to Winona. Apparently some work was being done on the road crossings, and we had to stop at every road crossing for about 5 blocks prior to the station and wait until a "foreman" would announce to the train that all highway traffic was stopped before we could proceed to the next road crossing. That, and a few slow orders here and there, caused to get us into Chicago about 35 minutes late. No big deal.

After lunch (salad with chicken breast), I asked the lead service attendant to sell me a beer to take back to my room. For some reason a can of beer in the dining car is 25 cents cheaper than in the lounge car. The price was \$4.00. Considering that I was on a moving train, and not a bar someplace, I didn't have any trouble with the price. I wanted a beer and I got one. The afternoon was spent watching the view from the train and sipping my beer.

One thing that is brand new, the lounge car announced that they were going to be closing at Glenview. In the past it has always been Milwaukee, but now it was open until just 30 minutes prior to arrival in Chicago. Very good, Amtrak.

At Chicago I met with friends Robert Madison and Peter Laws and had a delightful meal at the Metro Deli. I found out a little bit about Robert's job with the CTA and found out that Peter was moving out of Chicago to go to work with a university whose team name glorifies and honors cheaters and dishonest people (Oklahoma University Sooners).

I really enjoyed meeting with the two. The *Lake Shore Ltd*, due out at 7:55 pm was called for those requiring Red Cap service at 7:00 pm. I was on the train at 7:15 pm. The train had 3 sleeping cars, dining car, lounge and 6 coaches. I had a roomette and a very friendly attendant. I advised him that I had to get off at Cleveland and would he get me 30 minutes prior to actual arrival time. No problem said he. The dining car lead service attendant came through so I went in to try the new dining car service. I left word with my attendant to make down my bed while I was gone. No problem.

I had already eaten with Robert and Peter so I wasn't really hungry, but still wanted to try the service. There was none of this "only a few tables at a time and every table had to have four persons in it before we go to the next table" nonsense I had heard about. The whole dining car was filled up. We had two waiters who picked up the orders; I just ordered a hamburger for dinner, something I could not do on *Empire Builder*, and sat back and watched. From my seat I could see into the kitchen with the one cook, but there seemed to be an awful lot of folks having their meals brought to them in their rooms, and the sleeping car attendants all went back to the kitchen and appeared to be helping the cook make up the orders for the people in the rooms.

I talked to the lead service attendant about how things were going, and she said that things were now going fine, now that the shock of the change had worn off.

I must mention that one of the waiters did amazing things with his tray. He would come almost running out of the kitchen with a tray full of food, bring the tray down, lift it up, swing it this way, swing it that way, move it down, turn it almost it seemed sideways, and never spilled a drop of food. It reminded me of the cartoon waiters on the *Polar Express* when they were serving hot chocolate.

After a while my hamburger came. It was just exactly like the ones I have had on the *Empire Builder*. About the only difference in the way the dining car was run for me personally, was that it took a bit longer for the meal to be served. No big deal, I wasn't getting off for quite a while and had nothing better to do.

At 3:00 am I woke up at Elyria, Ohio which meant that we were just about 30 minutes away from Cleveland. A few minutes later there was a knock at my door and the attendant was there to make sure I was awake. Yep. Yep, not only were we on time, we were running early.

We did get stabbed by NS freight train just outside the station, so actual arrival time was 15 minutes late.

After watching the train leave, I sat down and read a book I had brought with me for this purpose until 6:00 am, at which time I asked the ticket agent to call me a cab. From there it was a \$20 cab ride to Independence, Ohio where I went into the Denny's, had breakfast and waited for my ride to the day's convention trip, at which point I joined the convention. The Amtrak trip getting here was delightful.

The convention was over. It was a good convention. Trips ran on time, there were plenty of buses, box lunches weren't bad, banquet was good, some of the extra events were nice, such as the all you can eat Amish dinner. There were few problems, air-conditioning failure on the old cars was one. There were special surprises, such as the Saturday trip which had been advertised

as diesel but had the steam engine on it for a short period. In fact it was amazing how well the convention went when you consider that none of the convention committee lived anywhere near New Philly.

And I was exhausted! These conventions wear on one. Up every morning at 6:00 am to get ready and try to grab a bite before heading out, and staying up late due to the various activities sooner or later catches up with one.

Gary Kazin, I and another person ate dinner at an Italian place and then headed out to Pittsburgh. Gary was my ride to Pittsburgh so I could catch the *Capitol Ltd.* for my return trip to the Twin Cities.

I learned a bit of geography I didn't know about. I was very surprised that a piece of West Virginia stuck up and separated Ohio from Pennsylvania.

The trip to Pittsburgh took about 2 hours. Gary dropped me off at the Amtrak station around 8:00 pm. This is the first time I had gone into the station under Amtrak and was surprised that the station was under track level. To get to the tracks one had to go up an escalator (not working) stairs or a small elevator. Anyway, I now had 3 1/2 hours to wait before the scheduled arrival of the *Capitol Ltd.* I started to read the book I had been reading in Cleveland's station on the outbound trip.

I've been on the *Capitol* many times and many times the train was very late by the time it got to Pittsburgh. But today the railfan gods smiled on us and it was only 45 minutes late. The train had 3 engines, transition car, 2 sleepers, dining car, lounge and 2 coaches and some stuff on the rear end. I staggered out of the station to my car, up the stairs to my room which was already made up and more or less collapsed in it. The attendant came by and asked me if he wanted me to make sure I got up for breakfast. "No". He left me to then fall into a state of slumber which was interrupted several times by the extremely rough track between Pittsburgh and Cleveland. One time I thought we had jumped the track. After Cleveland the ride smoothed out and I slumbered until around 7:30 am CDT.

At that point we were running about 90 minutes down. I wondered if the dining car was still open. In times past, at this time the answer would be NO. But since it was the next car I staggered in and found out it was most definitely open. Again, all tables being used (although I can't remember if both sides of the car were being used). There were no fresh eggs so I tried the "frozen" Southwestern omelets. Not bad. Not bad at all, in fact good, it would very hard to tell that the dish hadn't been cooked to order in the kitchen. I should have mentioned on my downward trip that nothing was out of stock and the same here; everything on the menu was available.

Arrival time in Chicago was 2 hours 30 minutes down, as we were caught following NS freight trains at 40 mph for the longest time.

In Chicago I went and had a sandwich at the Metro Deli and then just waited in Met Lounge for the *Empire Builder* to be called.

This time I was in the Portland Car. The train had the same consist as the downward trip except the Amtrak business car

10001 was tacked on the back. I had no idea who was aboard.

Back on the *Empire Builder* the sleeper was one of the newly rebuilt cars (same as on the downward trip. The *Capitol Ltd's* cars were of the older rebuilt type). Our very friendly attendant came by and introduced herself, made some small talk and moved on to the other rooms. Waiting for me in my room were two bags of strawberry trail mix and a gift box with some odd gifts in it, a piece of Dove milk chocolate with caramel, a piece Wrigley's Cream Savers Hard Candy, a pack of Celestial Seasonings Madagascar Vanilla Red Tea, a pack of Gold Bond Ultimate Comfort Body Powder and 2 fl oz of St. Ives Whipped Silk Intense Body Moisturizer for extra dry skin. In addition, a coupon good for \$2.00 off on the body powder and an Amtrak survey asking what you think about these products and what other products would you like to see on the train.

Later on the attendant brought a box of cookies and assorted candy to my room. It was clear that these were store bought items that she had purchased herself to pass around to her customers and later admitted that to me. Still later on she brought around a bottle of sparkling grape juice, which I had decided to take instead of champagne.

As tired as I was I decided I didn't want to walk the 6 cars to the dining car and asked her to bring my meal. I decided on the steak and also gave her \$4.00 to bring back a cold beer, any brand as long as it was cold.

The steak had some sort of rub on it and was very good, as was the rest of the meal.

Afterwards, I just sipped my beer and watched the woods of Wisconsin go by and later the Mississippi River. I took several involuntary naps and all was well with my world.

Arrival was about 15 minutes down, due largely to double stops at some stations.

Minutes of the July 15th Meeting of the Northstar Chapter NRHS

The meeting was called to order by chapter president Marty Swan at 7:03 pm in the St. Paul Fire Department Training Center with 17 members and guests present. Marty welcomed everyone. New member Steve Scheiber was introduced. Marty noted that there was no microphone for him to use tonight. Cheer Committee - a Get Well card was sent to former chapter member Warren Carroll, who now lives in Green Valley, AZ. Cards were also sent to Dan Meyer, on behalf of his mother, who is gravely ill, and to Russ Isbrandt, on behalf of his sister, who is gravely ill. Marty noted that most "get well" cards are designed to be sent to the person who is ill instead of being sent to someone else who is closely related to the person who is ill. Marty asked Dee Lundeen to create a card for this purpose, which she did. Marty sent the first one to Russ. He had to tape the message in this one, but in the future will use a glue stick, which will make the card look neater. Marty modified a standard card to send to Dan. Marty thanked Dee for creating the card.

Treasurer Joe Fishbein gave his report. Cash in checking account, as of June 1, 2006, was \$5,151. Income during June was \$136 in dues and donations and \$1 in checking account interest, for total income during June of \$137. Expenses during June were \$88 in dues to the national office of NRHS, \$77 in newsletter expenses, \$27 for a projector bulb, and \$13 to rent an overhead projector for

the May meeting, for total expenses during June of \$205. Cash in checking account, as of June 30, 2006, was \$5,083, of which \$3,343 was in the General Fund and \$1,740 was in the GTW 8327 Restoration Fund. Funds in CDs and investments, as of June 30, 2006, was \$31,000. Current chapter membership is 93, of whom 80 have paid their dues for 2006.

National Director Doug Johnson had no report. The NRHS national convention starts Monday in northeastern Ohio and several chapter members are serving on the convention committee. Doug Johnson and Mrs. Doug Johnson were awarded 25 year membership pins. Kurt Peterson was also due to receive a 25 year pin, but he was not at the meeting tonight, so he will be presented with his pin at a later meeting.

Editor's report - there was no report from Northstar News editor Russ Isbrandt. Marty noted that his article on the Indiana Rail Road had referred to Dan Meyer as not a true railfan because he flew to and from Indianapolis, where the meeting was held. At the end of his article, Marty had a disclaimer sentence in which he said that Dan actually is a true railfan and that he was just having some fun with him. Somehow that got left off when the article was published, so Marty wanted to go on the record and say that Dan Meyer is a true railfan. In fact, right now, he is down in Indiana, photographing rare semaphore signals. Marty noted that only a true railfan would spend vacation time in the heat and flatlands of Indiana photographing semaphores. By the way, Dan advised Marty that the railroad gods got even with him for flying instead of taking the train - on his trip home, Midwest Express lost his luggage.

Webmaster Dan Meyer had nothing to report.

By-laws committee report from Mark Braun - inputs have been received from various sources - they hope to have a report soon.

Program and Trip Committee reports - instead of our regular business meeting in August, we will have our chapter picnic, starting at 1 pm, at the same location as last year, in the park at the end of the BNSF lift bridge at Prescott, WI. Dennis Loudon will bring a grill

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Northstar Chapter NRHS
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Address Correction Requested

and John Goodman will bring pop (Marty suggested that John also bring potato chips, etc.) Trip committee chairman John Goodman spoke to Steve Sandberg, engineer of restored Milwaukee Road steamer #261, and learned that he is running trips on July 29 and 30 west from St. Louis Park. Some of the 261 organization's passenger cars are going down to Iowa for operations between Cedar Rapids and Iowa City in late August. The planned baseball excursion to Chicago may be moved to different dates. On August 12th, there will be an open house on the privately owned passenger cars at Charles City, IA. This will be a joint event with the Iowa Chapter NRHS. There will be an excursion on the Iowa Traction RR on Saturday, October 14th. There will be limited number of seats on the car. Could we vanpool to get there? We could rent a van, but insurance might be a problem. Perhaps several members could drive their own cars, giving rides to others. 261 will operate along the Mississippi the first weekend of October to LaCrescent.

It was decided we could start running notices for this year's Holiday Party. A motion to approve the minutes of the May 20, 2006 membership meeting, as published in the July 2006 issue of Northstar News, was made, seconded, and carried. Another guest was introduced - John Pedersen.

Old Business - none

New Business - none

Andy Koetz had an update on the condition of his father, Bob Koetz. Bob had some problems with muscle spasms. He is now in Room 209 at Marian Center (the former Mound's Park Hospital.) A motion to adjourn was made, seconded, and carried at 7:28 pm. After a break, Andy Koetz presented a slide show covering area railroads in the era 1990-2004.

Respectfully submitted,
Dave Norman
Secretary Northstar Chapter NRHS



Cuyahoga Valley special at Conton, OH Photo by Dawn Holmberg



Former New Haven parlor car C&B Marshall
Photo by H. Martin Swan



Eastbound Lake Shore Limited at Cleveland. Photo by H. Martin swan

Below: Track Inspection Car
on the Gould Tunnel Trip
Photo by Martha Isbrandt



Servicing Ohio Central 1293 at Morgan Run night photo session
Photo by Dawn Holmberg

